Fig. 1

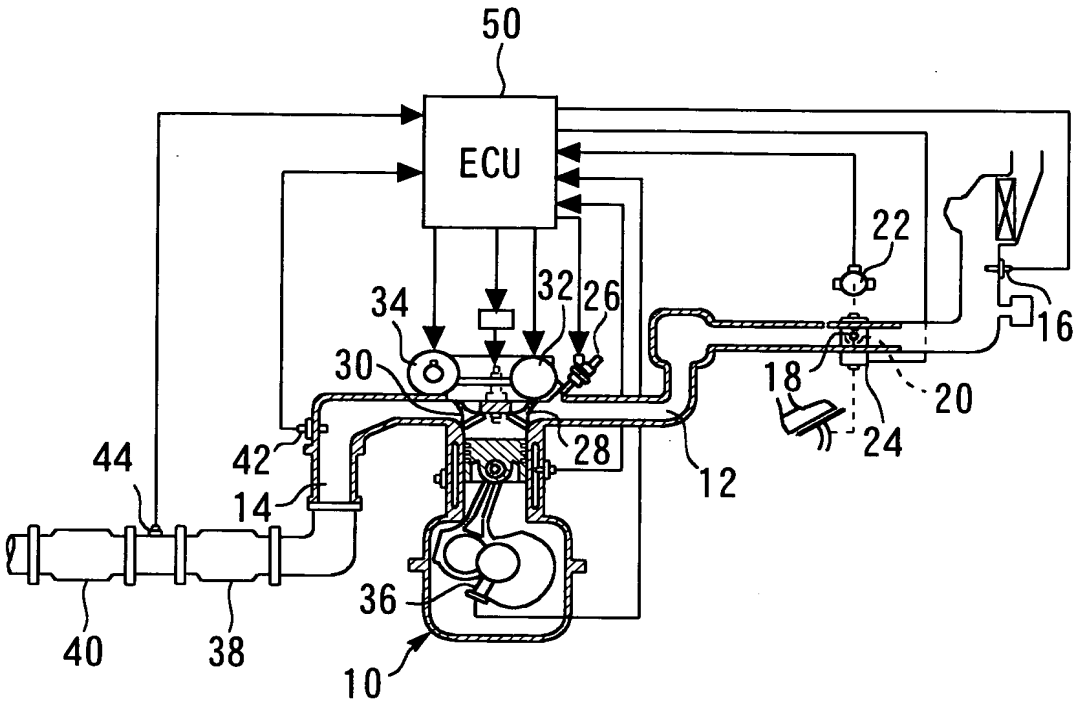


Fig. 2A F/C

Fig. 2B PM

Fig. 2C EGR

Fig. 2D TA

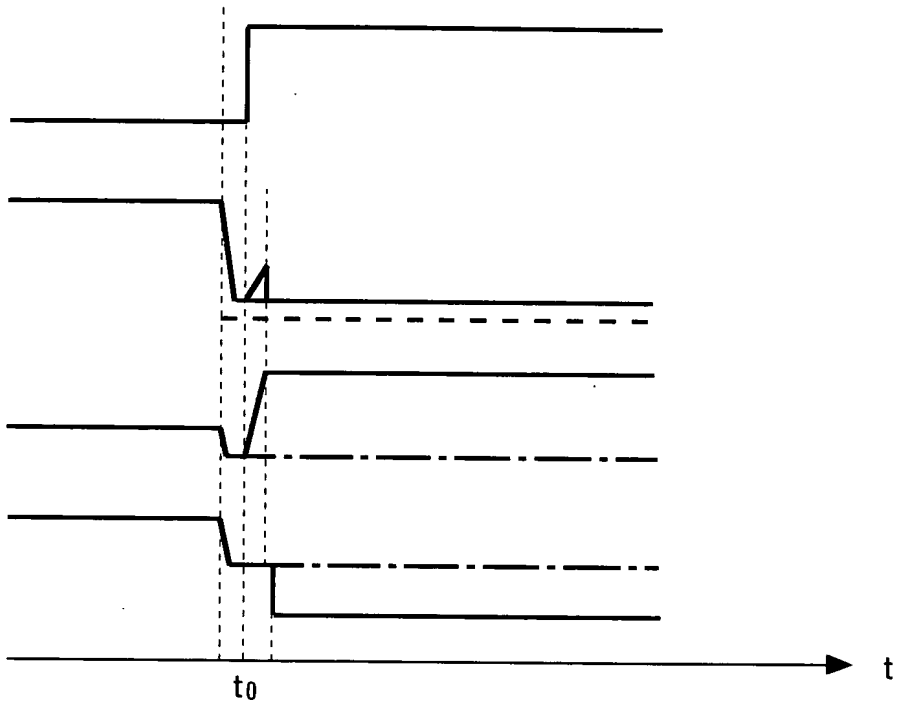


Fig. 3

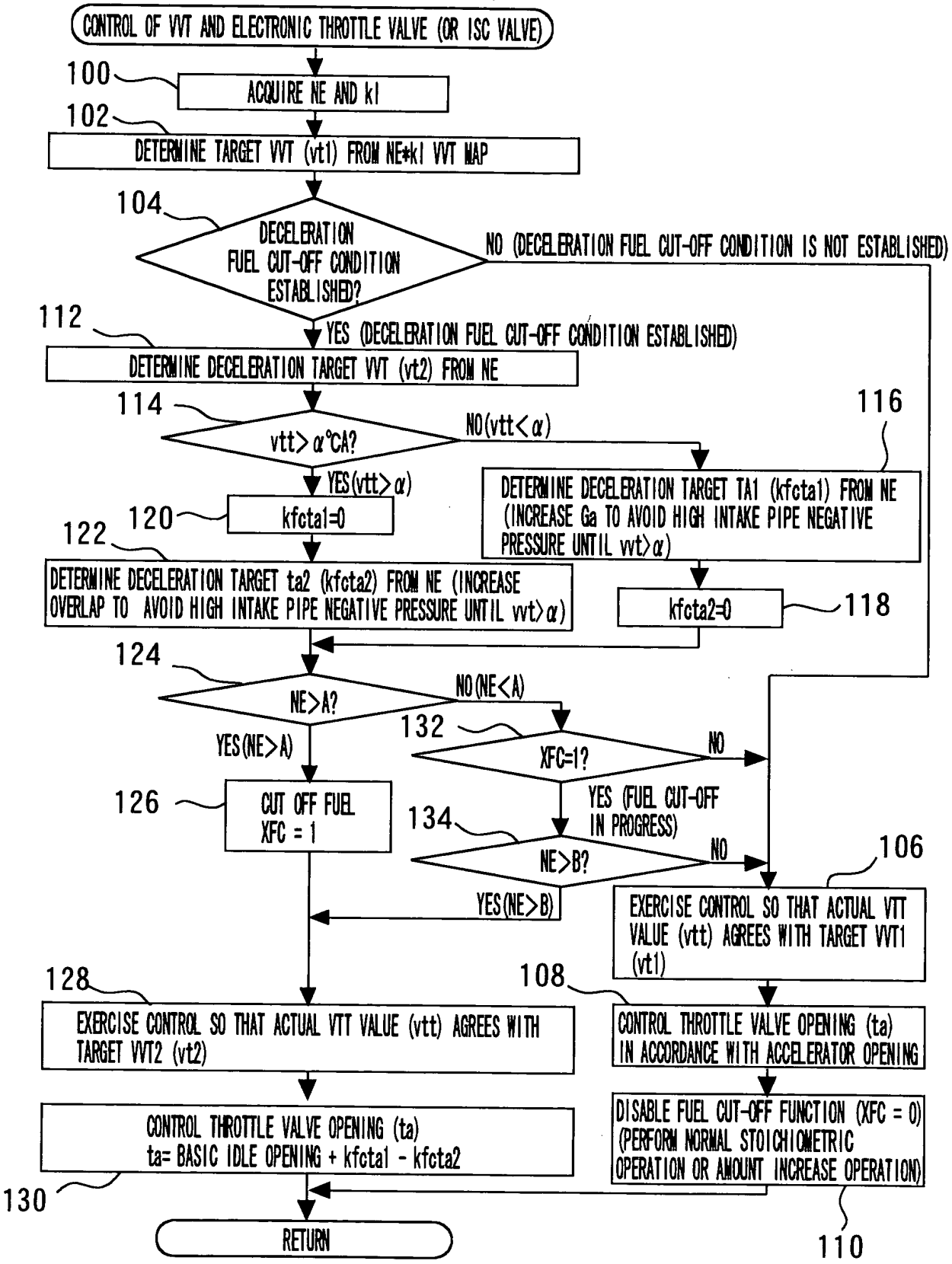

CONTROL OF VVT AND ELECTRONIC THROTTLE VALVE (OR ISC VALVE)
100
ACQUIRE NE AND kl
102
DETERMINE TARGET VVT (vt1) FROM NE*kl VVT MAP
104
DECELERATION FUEL CUT-OFF CONDITION ESTABLISHED?
NO (DECELERATION FUEL CUT-OFF CONDITION IS NOT ESTABLISHED)
YES (DECELERATION FUEL CUT-OFF CONDITION ESTABLISHED)
112
DETERMINE DECELERATION TARGET VVT (vt2) FROM NE
114
vtt> α°CA?
NO(vtt<α)
YES(vtt>α)
116
DETERMINE DECELERATION TARGET TA1 (kfcta1) FROM NE (INCREASE Ga TO AVOID HIGH INTAKE PIPE NEGATIVE PRESSURE UNTIL vvt>α)
120
kfcta1=0
122
DETERMINE DECELERATION TARGET ta2 (kfcta2) FROM NE (INCREASE OVERLAP TO AVOID HIGH INTAKE PIPE NEGATIVE PRESSURE UNTIL vvt>α)
kfcta2=0
118
124
NE>A?
NO(NE<A)
YES(NE>A)
132
XFC=1?
NO
YES (FUEL CUT-OFF IN PROGRESS)
126
CUT OFF FUEL XFC = 1
134
NE>B?
NO
106
YES(NE>B)
EXERCISE CONTROL SO THAT ACTUAL VTT VALUE (vtt) AGREES WITH TARGET VVT1 (vt1)
128
108
EXERCISE CONTROL SO THAT ACTUAL VTT VALUE (vtt) AGREES WITH TARGET VVT2 (vt2)
CONTROL THROTTLE VALVE OPENING (ta) IN ACCORDANCE WITH ACCELERATOR OPENING
CONTROL THROTTLE VALVE OPENING (ta) ta= BASIC IDLE OPENING + kfcta1 - kfcta2
DISABLE FUEL CUT-OFF FUNCTION (XFC = 0) (PERFORM NORMAL STOICHIOMETRIC OPERATION OR AMOUNT INCREASE OPERATION)
130
110
RETURN

Fig. 4

<TARGET VVT1 VALUE (vt1) BASED ON NE*KI EXCEPT FOR DECELERATION FUEL CUT-OFF>

KI \ NE	800	1200	1600	—	—	6000	6400
10	0	0	0	—	—	0	0
20	3	5	5	—	—	2	0
30	8	10	14	—	—	2	0
—	—	—	—	—	—	—	—
90	15	25	30	—	—	2	0
100	15	25	30	—	—	2	0

Fig. 5

<TARGET VVT2 VALUE (vt2) BASED ON NE DURING DECELERATION FUEL CUT-OFF>

NE	800	—	1600	2800	4000	5200	6400
vtt	0	—	0	25	30	30	30

Fig. 6

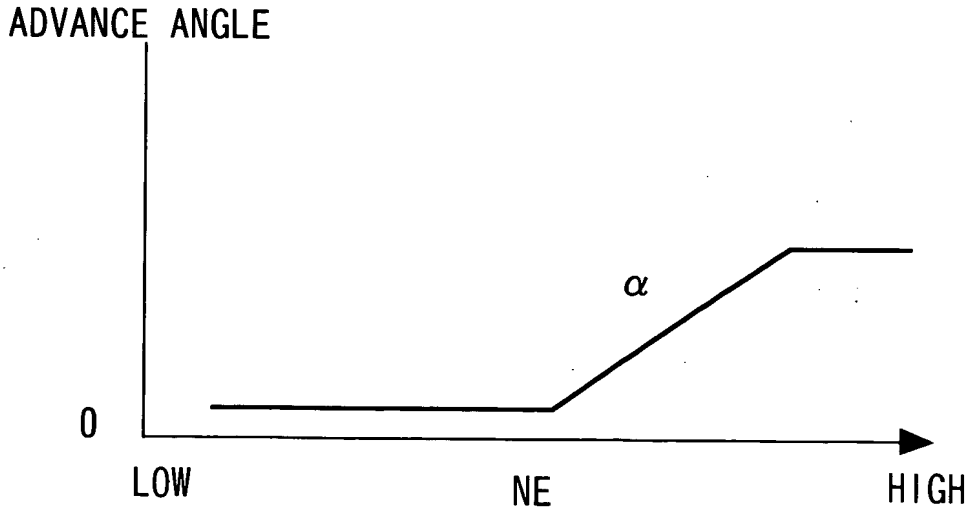


Fig. 7

<TARGET THROTTLE OPENING VALUE (kfcta1) BASED ON NE PREVAILING WHEN DECELERATION FUEL CUT-OFF IS BEING PERFORMED AND VVT ADVANCE ANGLE IS SMALL>

NE	800	——	1600	2800	4000	5200	6400
ta	0	——	0	4	5	6	7

Fig. 8

<TARGET THROTTLE VALVE CLOSING VALUE (kfcta2) BASED ON NE PREVAILING WHEN DECELERATION FUEL CUT-OFF IS BEING PERFORMED AND VVT ADVANCE ANGLE IS LARGE>

NE	800	——	1600	2800	4000	4800	6400
ta	0	——	0	4 OR MORE	5 OR MORE	6 OR MORE	7 OR MORE

Fig. 9A

Fig. 9B

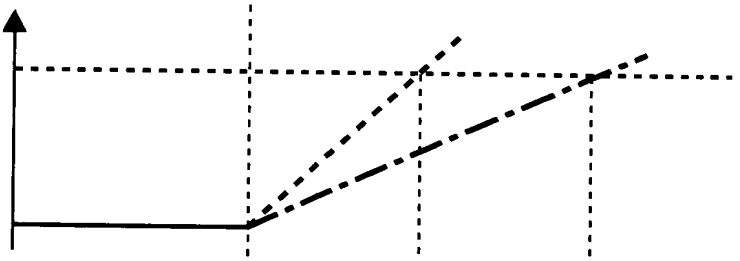


Fig. 9C

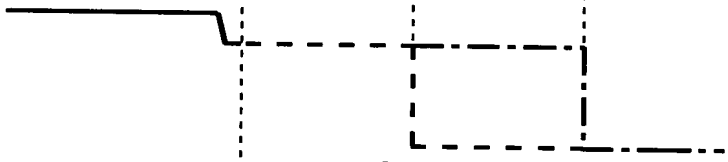
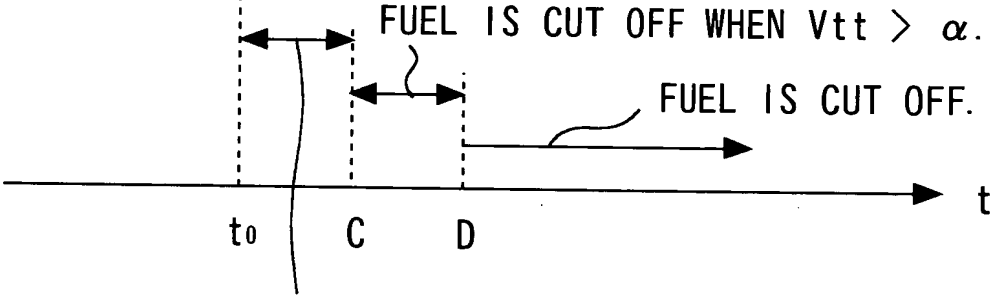


Fig. 9D



FUEL CUT-OFF FUNCTION DISABLED.

Fig. 10

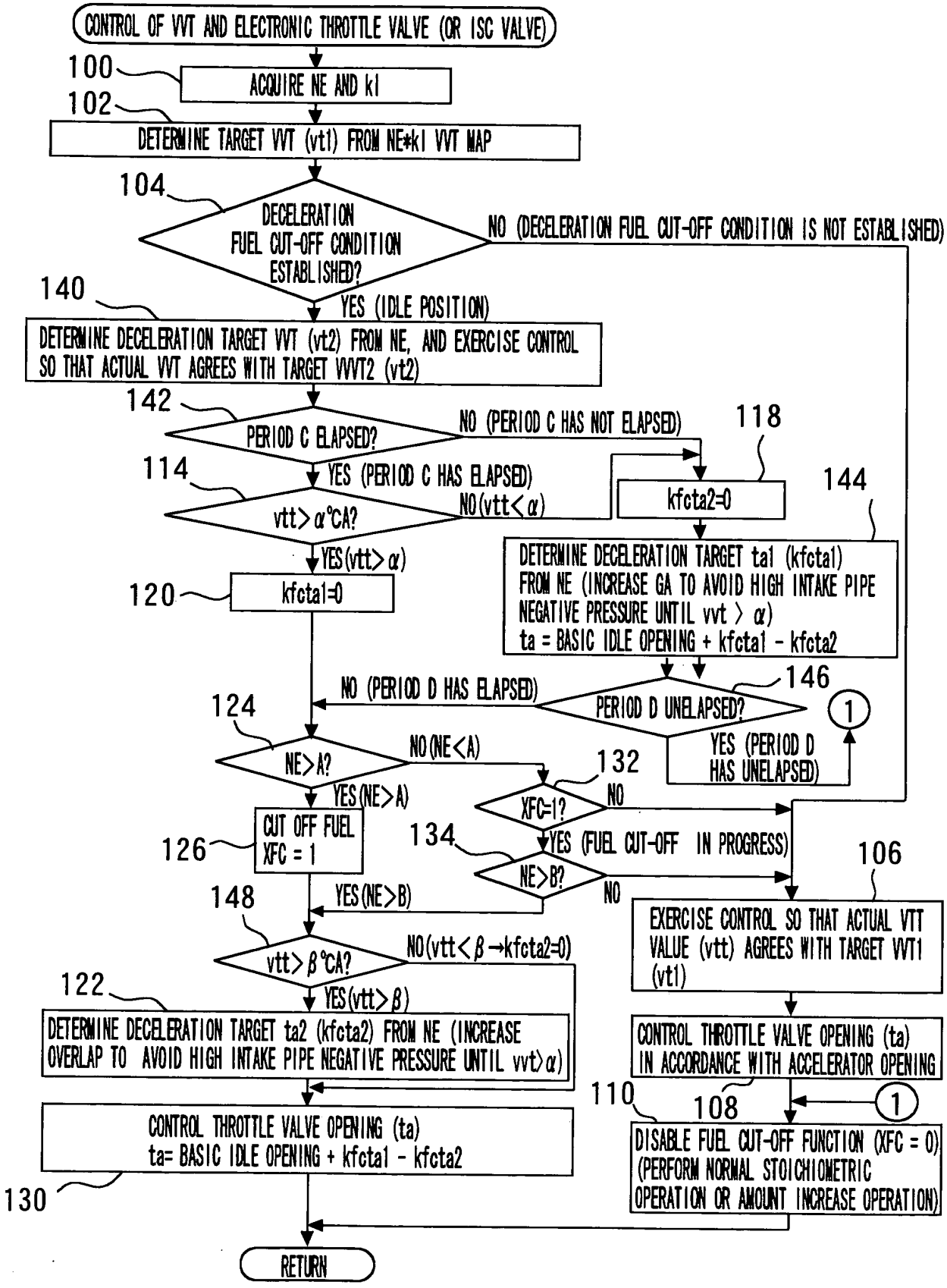

CONTROL OF VVT AND ELECTRONIC THROTTLE VALVE (OR ISC VALVE)
100
ACQUIRE NE AND kl
102
DETERMINE TARGET VVT (vt1) FROM NE*kl VVT MAP
104
DECELERATION FUEL CUT-OFF CONDITION ESTABLISHED?
NO (DECELERATION FUEL CUT-OFF CONDITION IS NOT ESTABLISHED)
YES (IDLE POSITION)
140
DETERMINE DECELERATION TARGET VVT (vt2) FROM NE, AND EXERCISE CONTROL SO THAT ACTUAL VVT AGREES WITH TARGET VVVT2 (vt2)
142
PERIOD C ELAPSED?
NO (PERIOD C HAS NOT ELAPSED)
YES (PERIOD C HAS ELAPSED)
114
vtt> α°CA?
NO(vtt<α)
YES(vtt> α)
118
kfcta2=0
144
DETERMINE DECELERATION TARGET ta1 (kfcta1) FROM NE (INCREASE GA TO AVOID HIGH INTAKE PIPE NEGATIVE PRESSURE UNTIL vvt 〉 α)
ta = BASIC IDLE OPENING + kfcta1 - kfcta2
120
kfcta1=0
146
PERIOD D UNELAPSED?
NO (PERIOD D HAS ELAPSED)
YES (PERIOD D HAS UNELAPSED)
1
124
NE>A?
NO(NE<A)
YES(NE>A)
132
XFC=1?
NO
YES (FUEL CUT-OFF IN PROGRESS)
126
CUT OFF FUEL XFC = 1
134
NE>B?
NO
YES(NE>B)
106
EXERCISE CONTROL SO THAT ACTUAL VTT VALUE (vtt) AGREES WITH TARGET VVT1 (vt1)
148
vtt> β°CA?
NO(vtt<β→kfcta2=0)
YES(vtt> β)
122
DETERMINE DECELERATION TARGET ta2 (kfcta2) FROM NE (INCREASE OVERLAP TO AVOID HIGH INTAKE PIPE NEGATIVE PRESSURE UNTIL vvt>α)
CONTROL THROTTLE VALVE OPENING (ta) IN ACCORDANCE WITH ACCELERATOR OPENING
110
108
1
CONTROL THROTTLE VALVE OPENING (ta)
ta= BASIC IDLE OPENING + kfcta1 - kfcta2
DISABLE FUEL CUT-OFF FUNCTION (XFC = 0) (PERFORM NORMAL STOICHIOMETRIC OPERATION OR AMOUNT INCREASE OPERATION)
130
RETURN

Fig. 11A

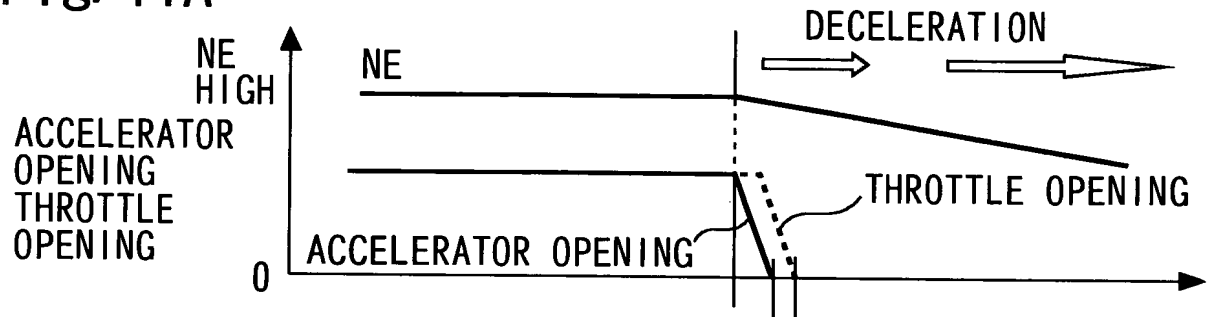


Fig. 11B

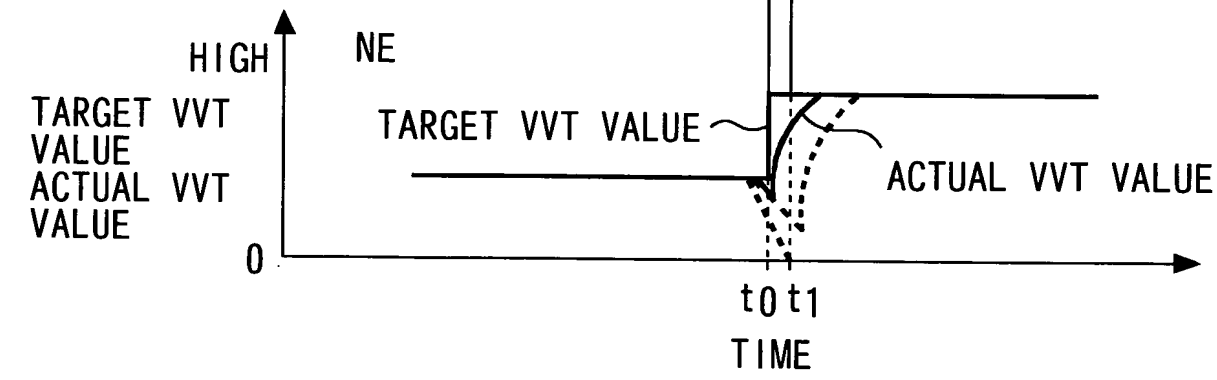


Fig. 12

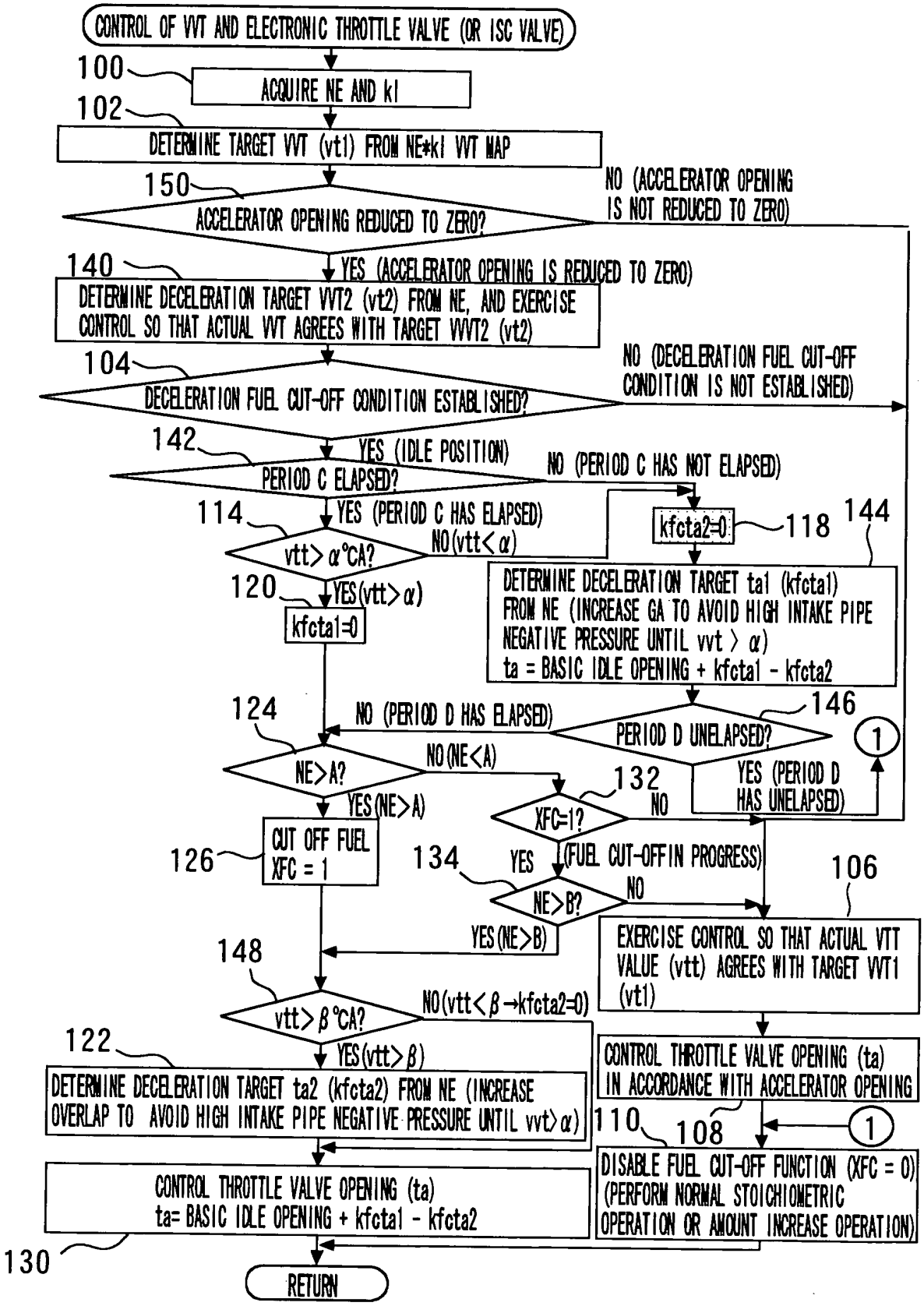

CONTROL OF VVT AND ELECTRONIC THROTTLE VALVE (OR ISC VALVE)
100
ACQUIRE NE AND kl
102
DETERMINE TARGET VVT (vt1) FROM NE*kl VVT MAP
150
ACCELERATOR OPENING REDUCED TO ZERO?
NO (ACCELERATOR OPENING IS NOT REDUCED TO ZERO)
YES (ACCELERATOR OPENING IS REDUCED TO ZERO)
140
DETERMINE DECELERATION TARGET VVT2 (vt2) FROM NE, AND EXERCISE CONTROL SO THAT ACTUAL VVT AGREES WITH TARGET VVVT2 (vt2)
104
DECELERATION FUEL CUT-OFF CONDITION ESTABLISHED?
NO (DECELERATION FUEL CUT-OFF CONDITION IS NOT ESTABLISHED)
142
YES (IDLE POSITION)
PERIOD C ELAPSED?
NO (PERIOD C HAS NOT ELAPSED)
YES (PERIOD C HAS ELAPSED)
114
vtt> α°CA?
NO(vtt< α)
kfcta2=0
118
144
120
YES(vtt> α)
kfcta1=0
DETERMINE DECELERATION TARGET ta1 (kfcta1) FROM NE (INCREASE GA TO AVOID HIGH INTAKE PIPE NEGATIVE PRESSURE UNTIL vvt 〉 α)
ta = BASIC IDLE OPENING + kfcta1 - kfcta2
124
NO (PERIOD D HAS ELAPSED)
146
PERIOD D UNELAPSED?
1
NE>A?
NO(NE<A)
YES (PERIOD D HAS UNELAPSED)
132
YES(NE>A)
XFC=1?
NO
126
CUT OFF FUEL XFC = 1
134
YES
(FUEL CUT-OFFIN PROGRESS)
106
NE>B?
NO
YES(NE>B)
148
EXERCISE CONTROL SO THAT ACTUAL VTT VALUE (vtt) AGREES WITH TARGET VVT1 (vt1)
vtt> β°CA?
NO(vtt< β→kfcta2=0)
122
YES(vtt> β)
CONTROL THROTTLE VALVE OPENING (ta) IN ACCORDANCE WITH ACCELERATOR OPENING
DETERMINE DECELERATION TARGET ta2 (kfcta2) FROM NE (INCREASE OVERLAP TO AVOID HIGH INTAKE PIPE NEGATIVE PRESSURE UNTIL vvt> α)
110
108
1
DISABLE FUEL CUT-OFF FUNCTION (XFC = 0) (PERFORM NORMAL STOICHIOMETRIC OPERATION OR AMOUNT INCREASE OPERATION)
CONTROL THROTTLE VALVE OPENING (ta)
ta= BASIC IDLE OPENING + kfcta1 - kfcta2
130
RETURN

Fig. 13A

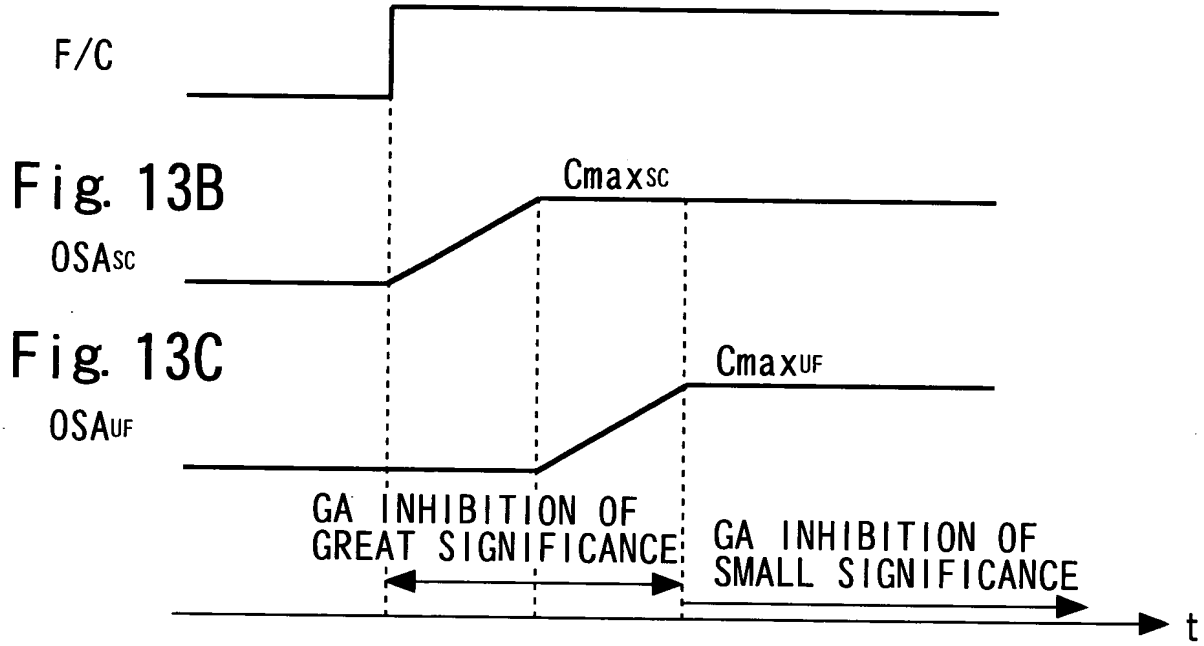

F/C
Fig. 13B
Cmaxsc
OSAsc
Fig. 13C
Cmaxuf
OSAuf
GA INHIBITION OF
GREAT SIGNIFICANCE
GA INHIBITION OF
SMALL SIGNIFICANCE
t

Fig. 14

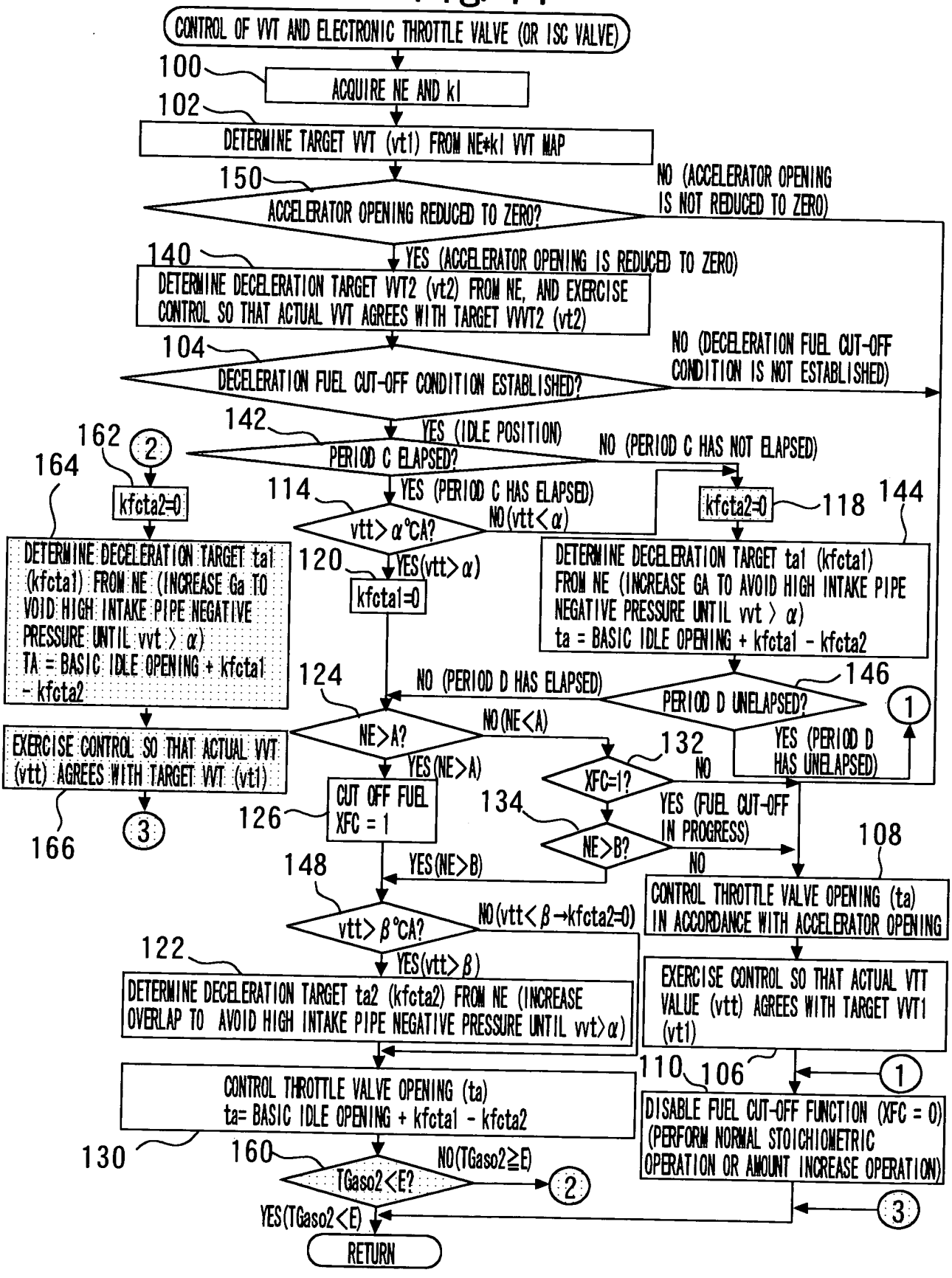

CONTROL OF VVT AND ELECTRONIC THROTTLE VALVE (OR ISC VALVE)
100
ACQUIRE NE AND kl
102
DETERMINE TARGET VVT (vt1) FROM NE*kl VVT MAP
150
ACCELERATOR OPENING REDUCED TO ZERO?
NO (ACCELERATOR OPENING IS NOT REDUCED TO ZERO)
YES (ACCELERATOR OPENING IS REDUCED TO ZERO)
140
DETERMINE DECELERATION TARGET VVT2 (vt2) FROM NE, AND EXERCISE CONTROL SO THAT ACTUAL VVT AGREES WITH TARGET VVVT2 (vt2)
104
DECELERATION FUEL CUT-OFF CONDITION ESTABLISHED?
NO (DECELERATION FUEL CUT-OFF CONDITION IS NOT ESTABLISHED)
142
PERIOD C ELAPSED?
YES (IDLE POSITION)
NO (PERIOD C HAS NOT ELAPSED)
162
2
164
kfcta2=0
114
vtt> α°CA?
YES (PERIOD C HAS ELAPSED)
NO(vtt< α)
120
YES(vtt> α)
kfcta1=0
DETERMINE DECELERATION TARGET ta1 (kfcta1) FROM NE (INCREASE Ga TO VOID HIGH INTAKE PIPE NEGATIVE PRESSURE UNTIL vvt > α)
TA = BASIC IDLE OPENING + kfcta1 - kfcta2
EXERCISE CONTROL SO THAT ACTUAL VVT (vtt) AGREES WITH TARGET VVT (vt1)
166
3
kfcta2=0
118
144
DETERMINE DECELERATION TARGET ta1 (kfcta1) FROM NE (INCREASE GA TO AVOID HIGH INTAKE PIPE NEGATIVE PRESSURE UNTIL vvt > α)
ta = BASIC IDLE OPENING + kfcta1 - kfcta2
124
NO (PERIOD D HAS ELAPSED)
146
PERIOD D UNELAPSED?
1
NE>A?
NO(NE<A)
YES(NE>A)
YES (PERIOD D HAS UNELAPSED)
132
XFC=1?
NO
126
CUT OFF FUEL
XFC = 1
134
YES (FUEL CUT-OFF IN PROGRESS)
NE>B?
108
NO
148
YES(NE>B)
CONTROL THROTTLE VALVE OPENING (ta) IN ACCORDANCE WITH ACCELERATOR OPENING
vtt> β°CA?
NO(vtt< β→kfcta2=0)
122
YES(vtt> β)
DETERMINE DECELERATION TARGET ta2 (kfcta2) FROM NE (INCREASE OVERLAP TO AVOID HIGH INTAKE PIPE NEGATIVE PRESSURE UNTIL vvt> α)
EXERCISE CONTROL SO THAT ACTUAL VTT VALUE (vtt) AGREES WITH TARGET VVT1 (vt1)
110
106
1
CONTROL THROTTLE VALVE OPENING (ta)
ta= BASIC IDLE OPENING + kfcta1 - kfcta2
DISABLE FUEL CUT-OFF FUNCTION (XFC = 0) (PERFORM NORMAL STOICHIOMETRIC OPERATION OR AMOUNT INCREASE OPERATION)
130
160
TGaso2<E?
NO(TGaso2≧E)
2
3
YES(TGaso2<E)
RETURN

Fig. 15

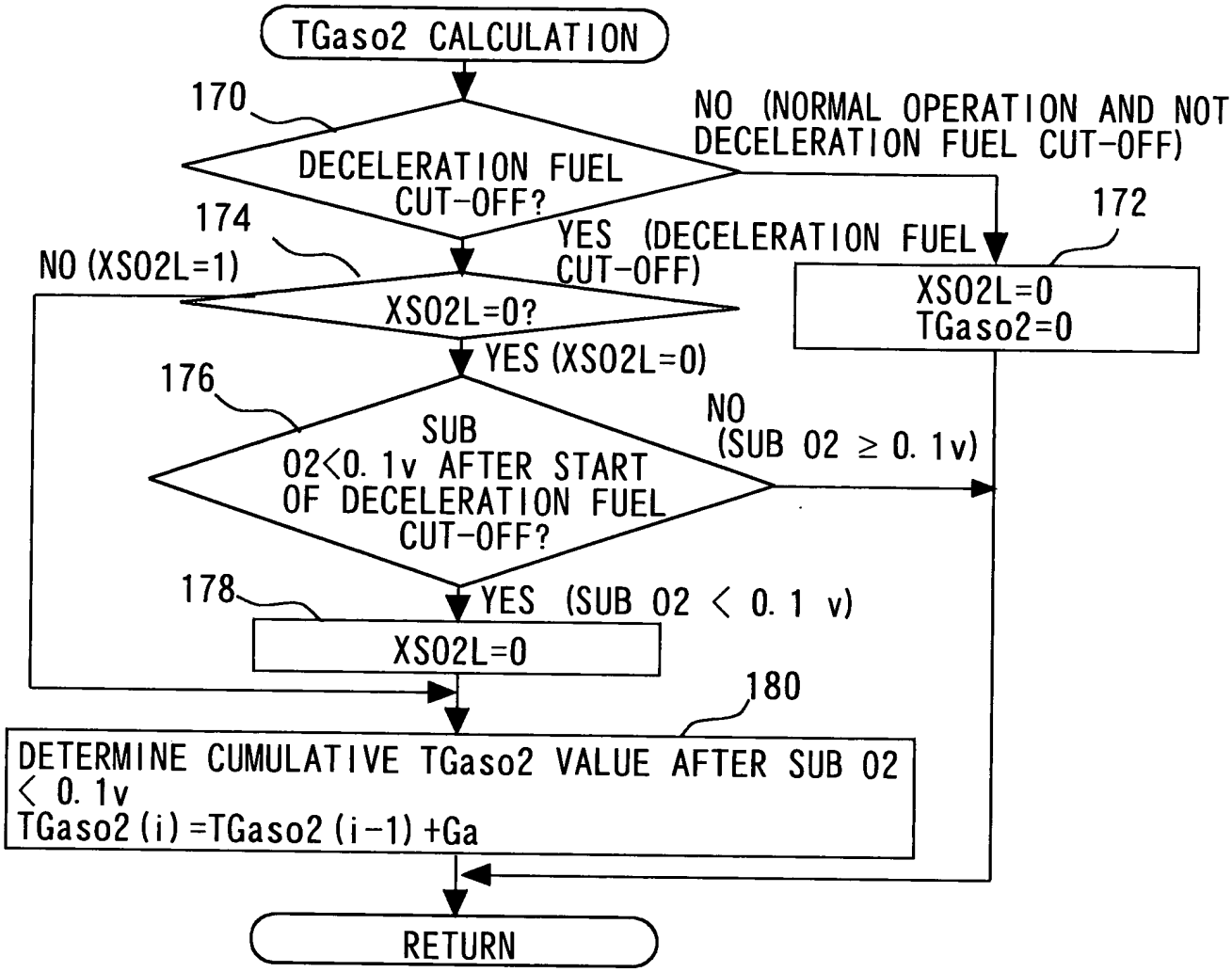

TGaso2 CALCULATION
170
DECELERATION FUEL CUT-OFF?
NO (NORMAL OPERATION AND NOT DECELERATION FUEL CUT-OFF)
172
XSO2L=0
TGaso2=0
174
NO (XSO2L=1)
XSO2L=0?
YES (DECELERATION FUEL CUT-OFF)
YES (XSO2L=0)
176
SUB O2<0.1v AFTER START OF DECELERATION FUEL CUT-OFF?
NO (SUB O2 ≥ 0.1v)
178
YES (SUB O2 < 0.1 v)
XSO2L=0
180
DETERMINE CUMULATIVE TGaso2 VALUE AFTER SUB O2 < 0.1v
TGaso2(i)=TGaso2(i-1)+Ga
RETURN

Fig. 16

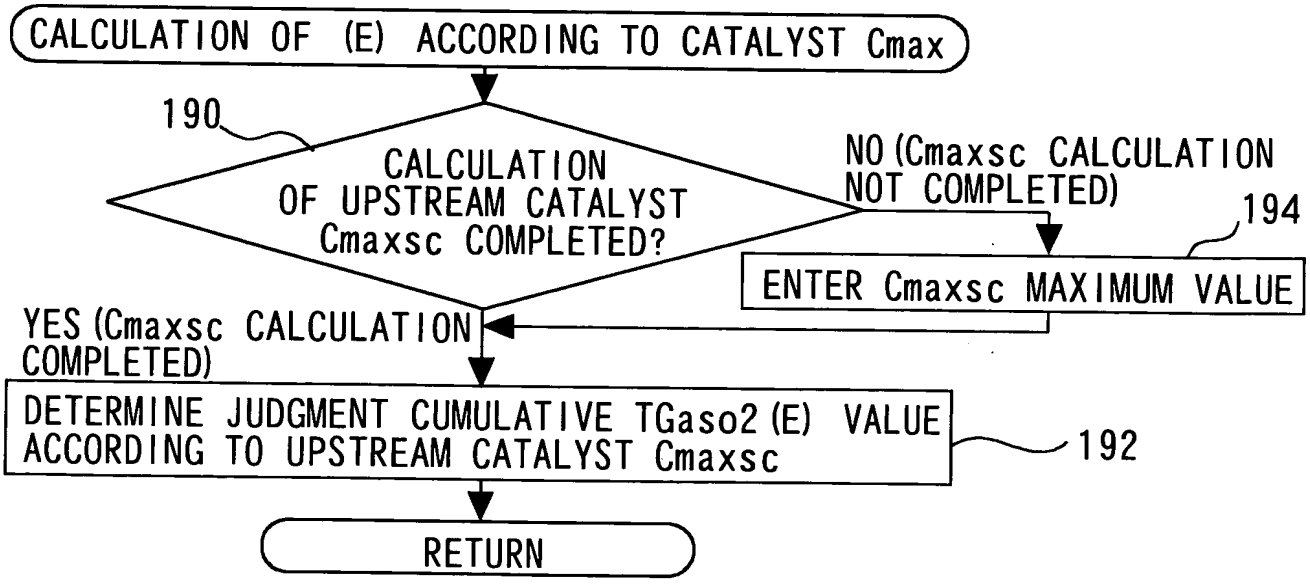

CALCULATION OF (E) ACCORDING TO CATALYST Cmax
190
CALCULATION OF UPSTREAM CATALYST Cmaxsc COMPLETED?
NO (Cmaxsc CALCULATION NOT COMPLETED)
194
ENTER Cmaxsc MAXIMUM VALUE
YES (Cmaxsc CALCULATION COMPLETED)
DETERMINE JUDGMENT CUMULATIVE TGaso2(E) VALUE ACCORDING TO UPSTREAM CATALYST Cmaxsc
192
RETURN

Fig. 17

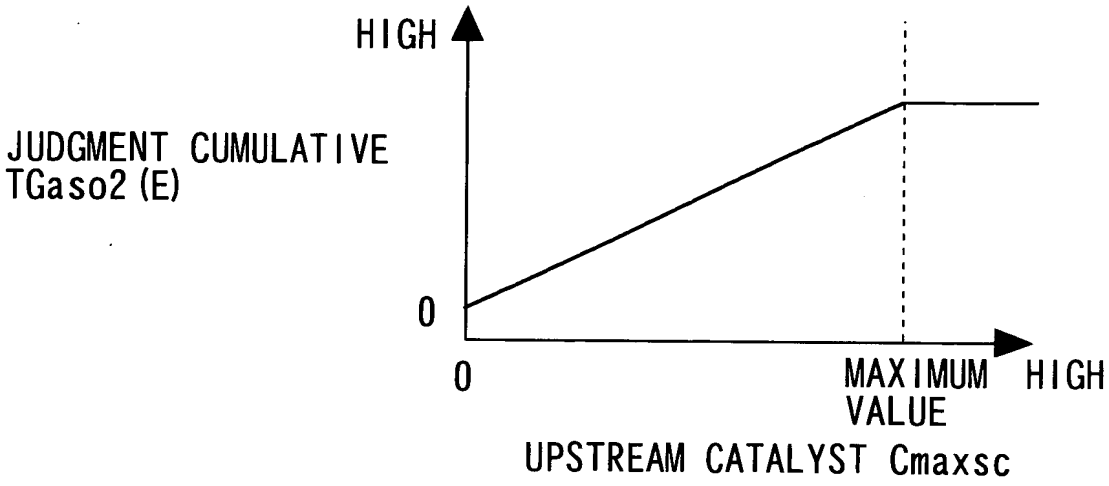


Fig. 18A

Fig. 18B

Fig. 18C

Fig. 18D

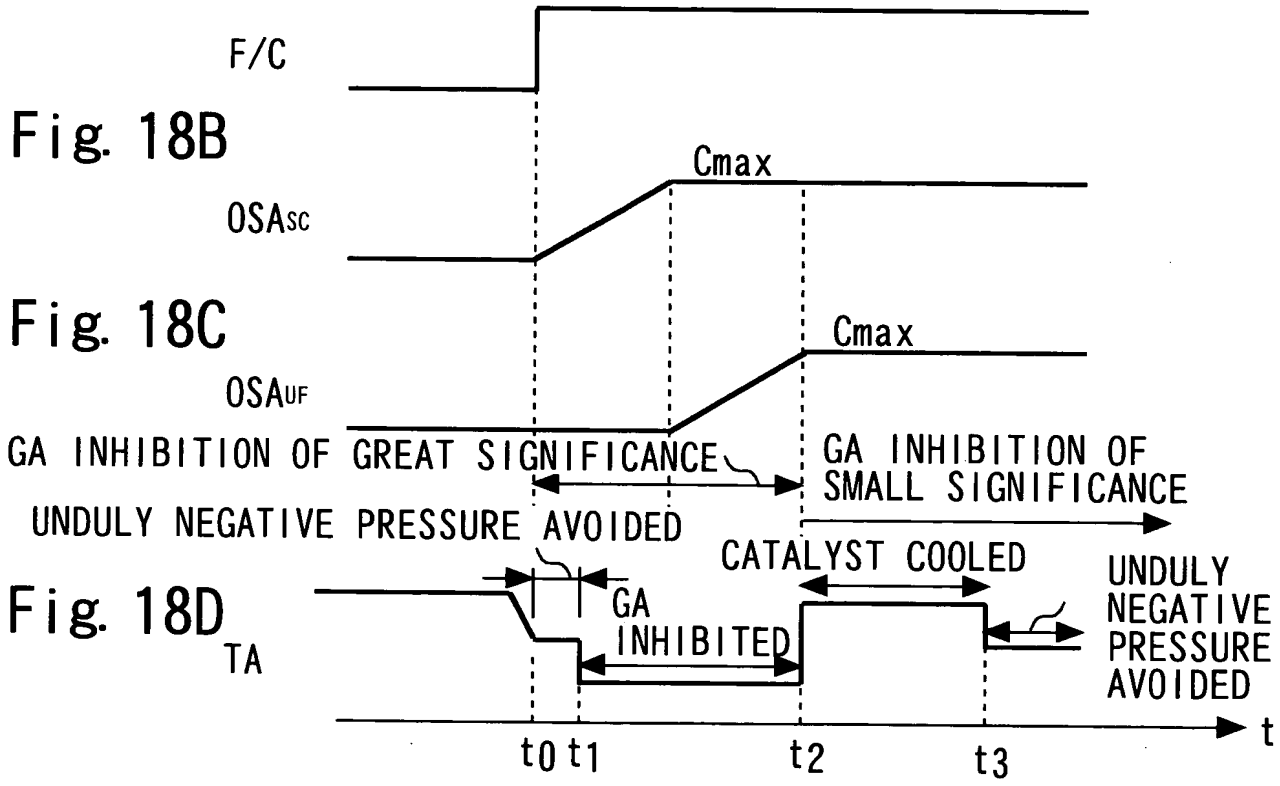


Fig. 19

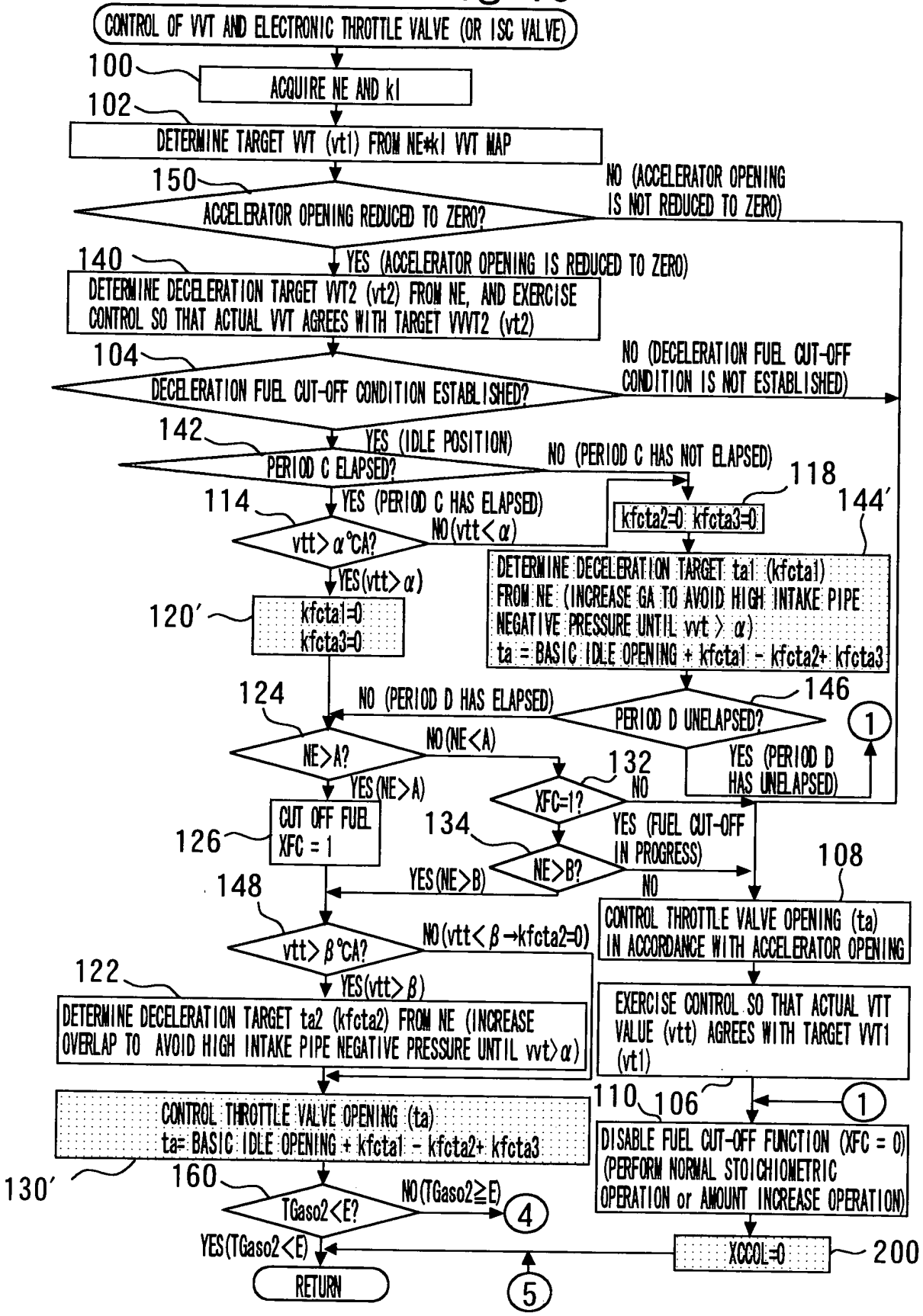

CONTROL OF VVT AND ELECTRONIC THROTTLE VALVE (OR ISC VALVE)
100
ACQUIRE NE AND kl
102
DETERMINE TARGET VVT (vt1) FROM NE*kl VVT MAP
150
ACCELERATOR OPENING REDUCED TO ZERO?
NO (ACCELERATOR OPENING IS NOT REDUCED TO ZERO)
YES (ACCELERATOR OPENING IS REDUCED TO ZERO)
140
DETERMINE DECELERATION TARGET VVT2 (vt2) FROM NE, AND EXERCISE CONTROL SO THAT ACTUAL VVT AGREES WITH TARGET VVVT2 (vt2)
104
DECELERATION FUEL CUT-OFF CONDITION ESTABLISHED?
NO (DECELERATION FUEL CUT-OFF CONDITION IS NOT ESTABLISHED)
142
PERIOD C ELAPSED?
YES (IDLE POSITION)
NO (PERIOD C HAS NOT ELAPSED)
118
114
YES (PERIOD C HAS ELAPSED)
vtt>α°CA?
NO(vtt<α)
kfcta2=0 kfcta3=0
144'
YES(vtt>α)
120'
kfcta1=0
kfcta3=0
DETERMINE DECELERATION TARGET ta1 (kfcta1) FROM NE (INCREASE GA TO AVOID HIGH INTAKE PIPE NEGATIVE PRESSURE UNTIL vvt > α)
ta = BASIC IDLE OPENING + kfcta1 - kfcta2+ kfcta3
124
NO (PERIOD D HAS ELAPSED)
146
PERIOD D UNELAPSED?
1
NE>A?
NO(NE<A)
YES (PERIOD D HAS UNELAPSED)
132
NO
YES(NE>A)
XFC=1?
CUT OFF FUEL
XFC = 1
126
134
YES (FUEL CUT-OFF IN PROGRESS)
NE>B?
108
148
YES(NE>B)
NO
vtt>β°CA?
NO(vtt<β→kfcta2=0)
CONTROL THROTTLE VALVE OPENING (ta) IN ACCORDANCE WITH ACCELERATOR OPENING
122
YES(vtt>β)
DETERMINE DECELERATION TARGET ta2 (kfcta2) FROM NE (INCREASE OVERLAP TO AVOID HIGH INTAKE PIPE NEGATIVE PRESSURE UNTIL vvt>α)
EXERCISE CONTROL SO THAT ACTUAL VTT VALUE (vtt) AGREES WITH TARGET VVT1 (vt1)
110
106
1
CONTROL THROTTLE VALVE OPENING (ta)
ta= BASIC IDLE OPENING + kfcta1 - kfcta2+ kfcta3
DISABLE FUEL CUT-OFF FUNCTION (XFC = 0) (PERFORM NORMAL STOICHIOMETRIC OPERATION or AMOUNT INCREASE OPERATION)
130'
160
TGaso2<E?
NO(TGaso2≧E)
4
YES(TGaso2<E)
XCCOL=0
200
RETURN
5

Fig. 20

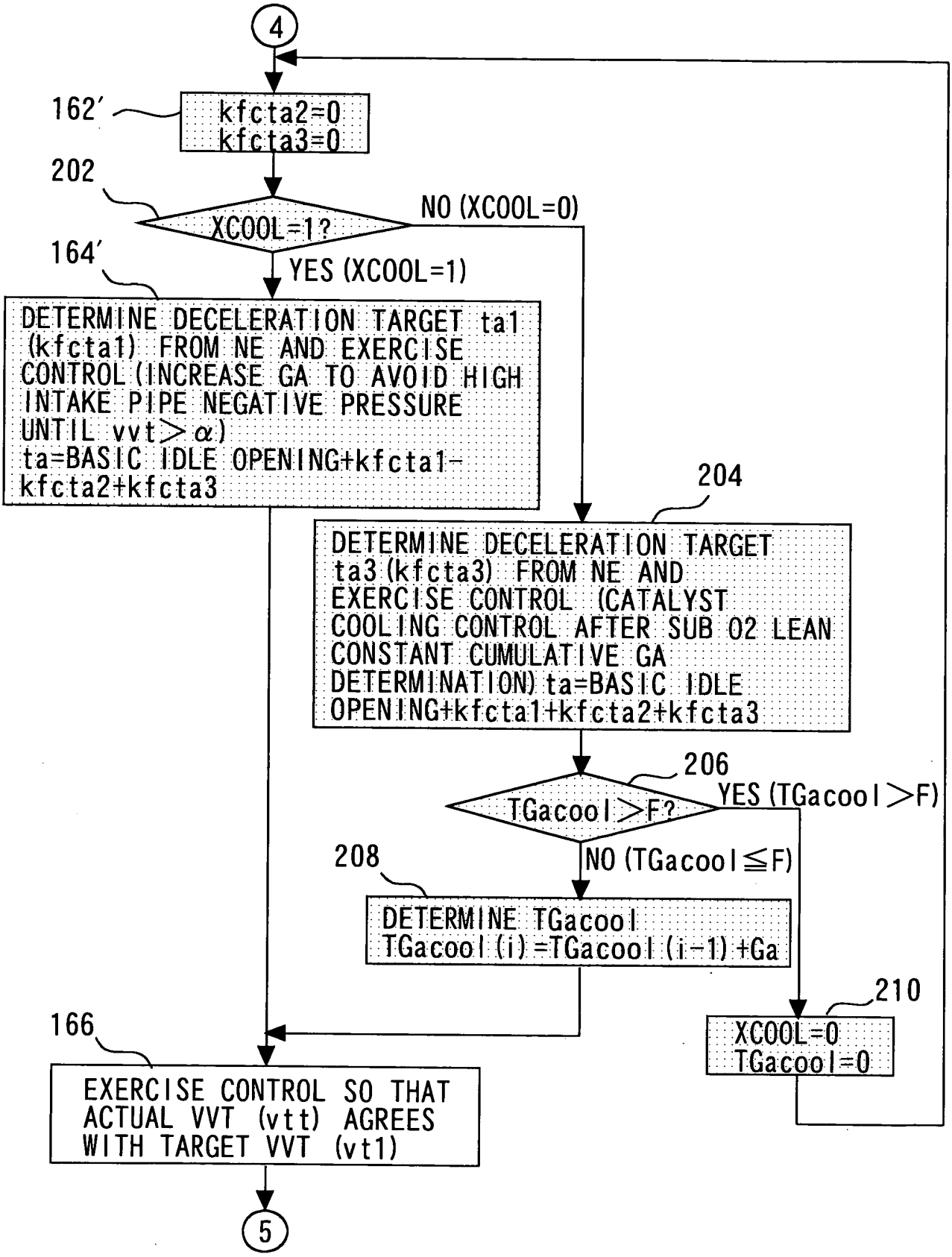

4
162′
kfcta2=0
kfcta3=0
202
XCOOL=1?
NO (XCOOL=0)
YES (XCOOL=1)
164′
DETERMINE DECELERATION TARGET ta1 (kfcta1) FROM NE AND EXERCISE CONTROL (INCREASE GA TO AVOID HIGH INTAKE PIPE NEGATIVE PRESSURE UNTIL vvt > α)
ta=BASIC IDLE OPENING+kfcta1-kfcta2+kfcta3
204
DETERMINE DECELERATION TARGET ta3 (kfcta3) FROM NE AND EXERCISE CONTROL (CATALYST COOLING CONTROL AFTER SUB O2 LEAN CONSTANT CUMULATIVE GA DETERMINATION) ta=BASIC IDLE OPENING+kfcta1+kfcta2+kfcta3
206
TGacool > F?
YES (TGacool > F)
NO (TGacool ≦ F)
208
DETERMINE TGacool
TGacool (i)=TGacool (i-1)+Ga
210
XCOOL=0
TGacool=0
166
EXERCISE CONTROL SO THAT ACTUAL VVT (vtt) AGREES WITH TARGET VVT (vt1)
5

Fig. 21

<TARGET THROTTLE VALVE OPENING VALUE (kfcta3) BASED ON NE AFTER DECELERATION FUEL CUT-OFF AND JUDGMENT OF EXCESSIVE CATALYST OXYGEN>

NE	800	—	1600	2800	4000	5200	6400
ta	0	—	0	8	10	12	14

Fig. 22

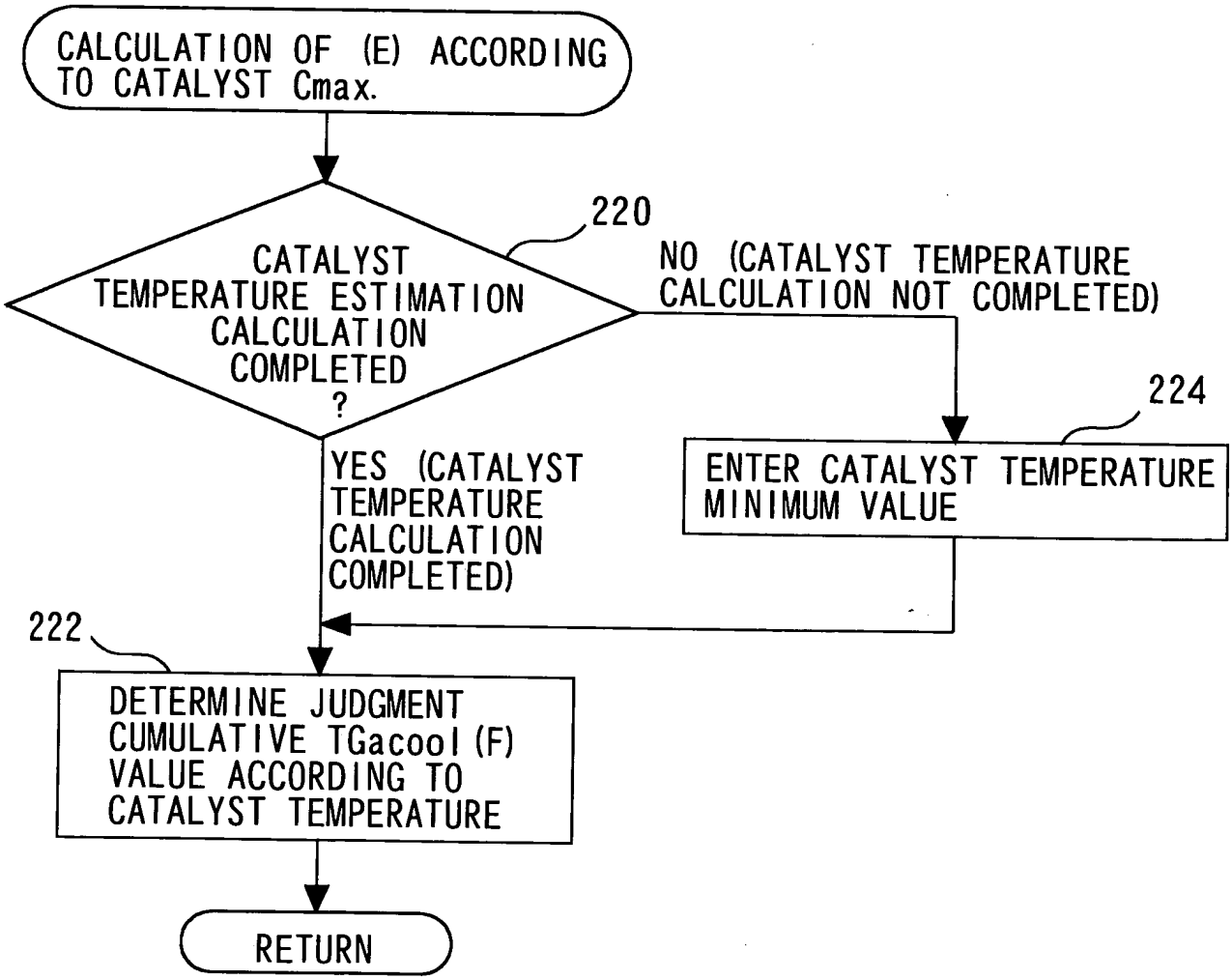


Fig. 23

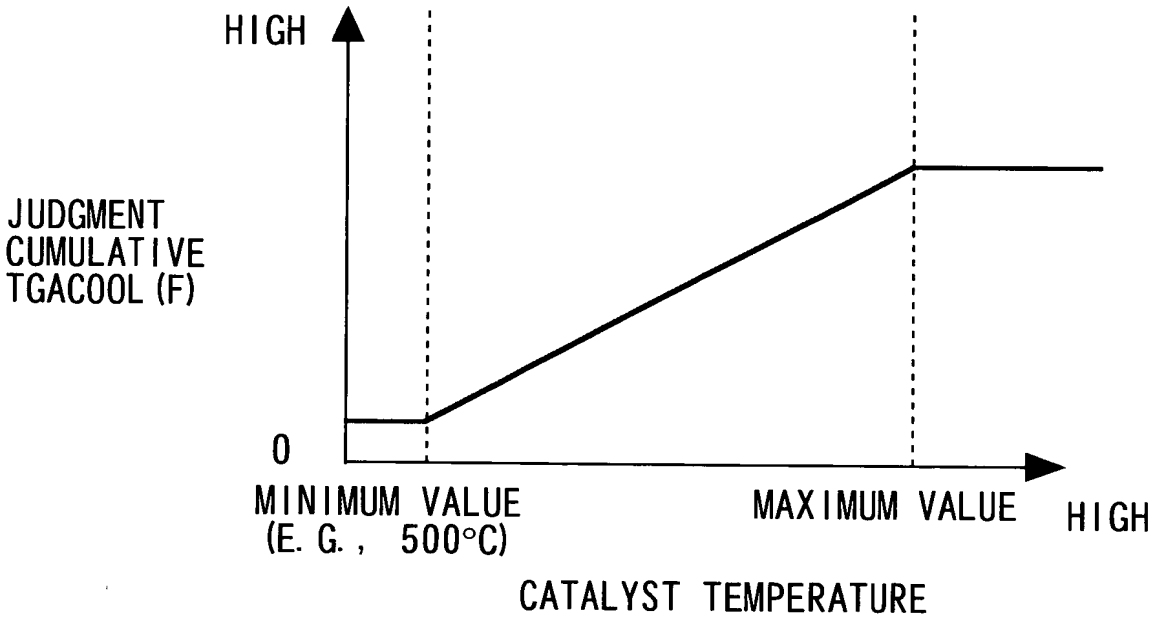

HIGH
JUDGMENT
CUMULATIVE
TGACOOL (F)
0
MINIMUM VALUE
(E. G., 500°C)
MAXIMUM VALUE
HIGH
CATALYST TEMPERATURE

Fig. 24

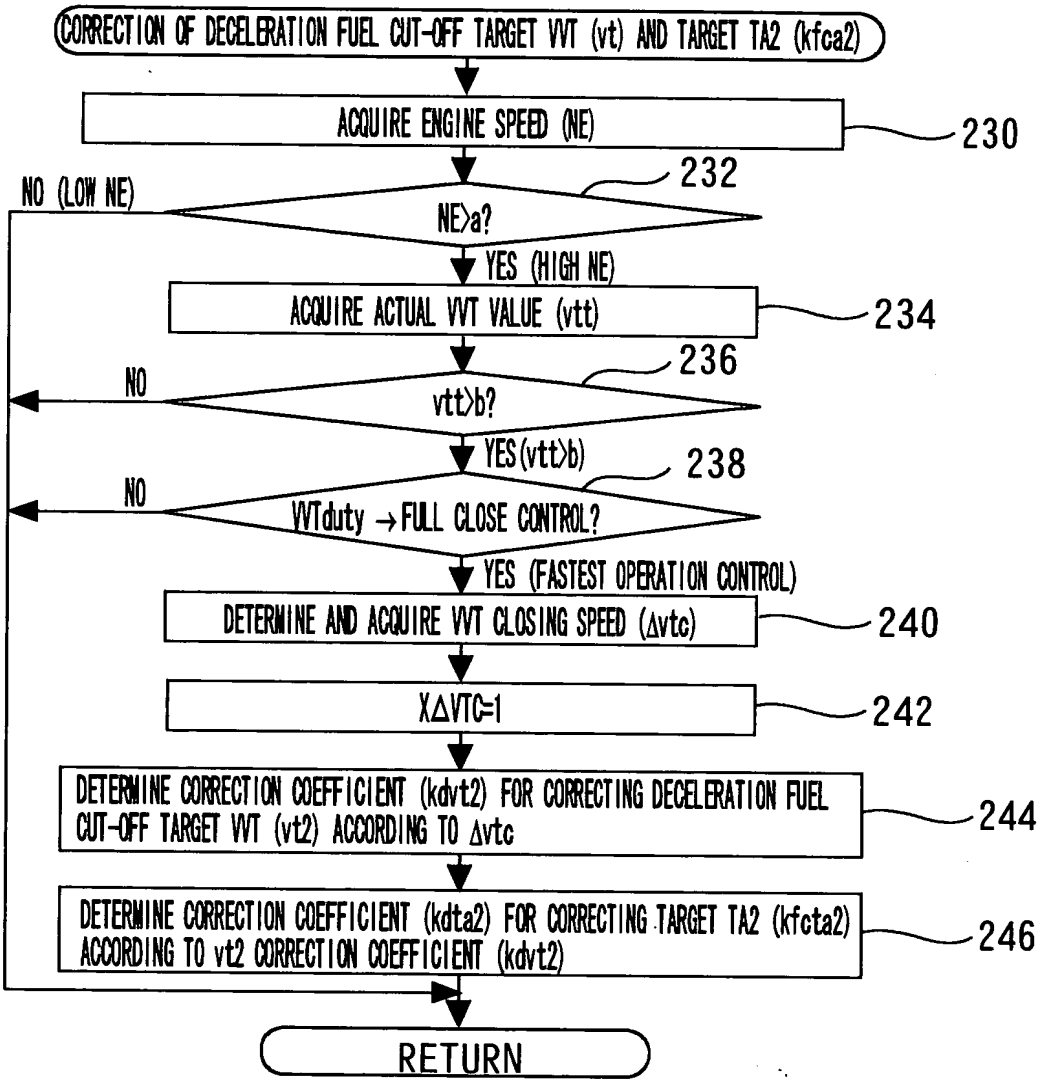

CORRECTION OF DECELERATION FUEL CUT-OFF TARGET VVT (vt) AND TARGET TA2 (kfca2)
ACQUIRE ENGINE SPEED (NE)
230
232
NO (LOW NE)
NE>a?
YES (HIGH NE)
ACQUIRE ACTUAL VVT VALUE (vtt)
234
236
NO
vtt>b?
YES(vtt>b)
238
NO
VVTduty → FULL CLOSE CONTROL?
YES (FASTEST OPERATION CONTROL)
DETERMINE AND ACQUIRE VVT CLOSING SPEED (Δvtc)
240
XΔVTC=1
242
DETERMINE CORRECTION COEFFICIENT (kdvt2) FOR CORRECTING DECELERATION FUEL CUT-OFF TARGET VVT (vt2) ACCORDING TO Δvtc
244
DETERMINE CORRECTION COEFFICIENT (kdta2) FOR CORRECTING TARGET TA2 (kfcta2) ACCORDING TO vt2 CORRECTION COEFFICIENT (kdvt2)
246
RETURN

Fig. 25

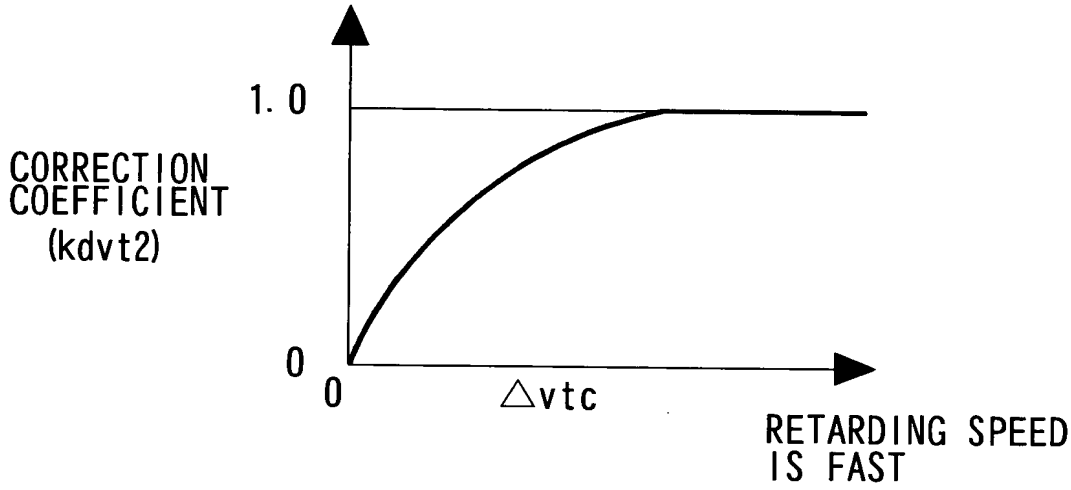

1.0
CORRECTION
COEFFICIENT
(kdvt2)
0
0
△vtc
RETARDING SPEED
IS FAST

Fig. 26

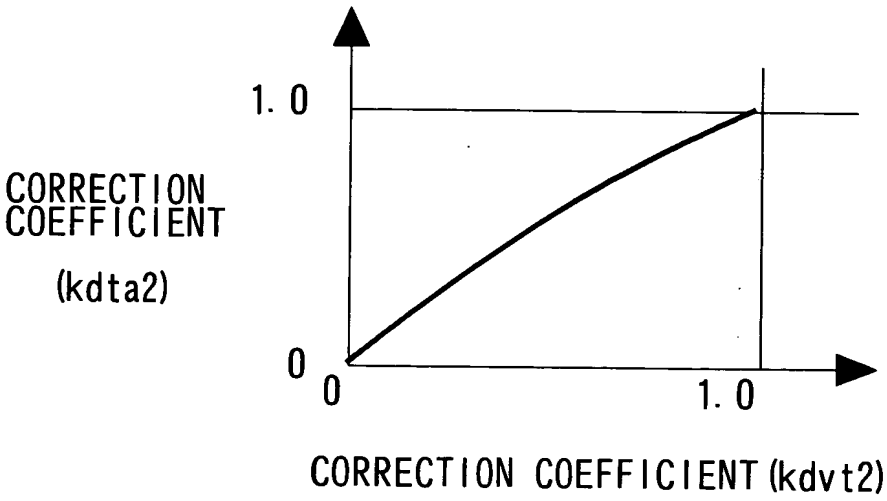

1.0
CORRECTION
COEFFICIENT
(kdta2)
0
0
1.0
CORRECTION COEFFICIENT (kdvt2)

Fig. 27

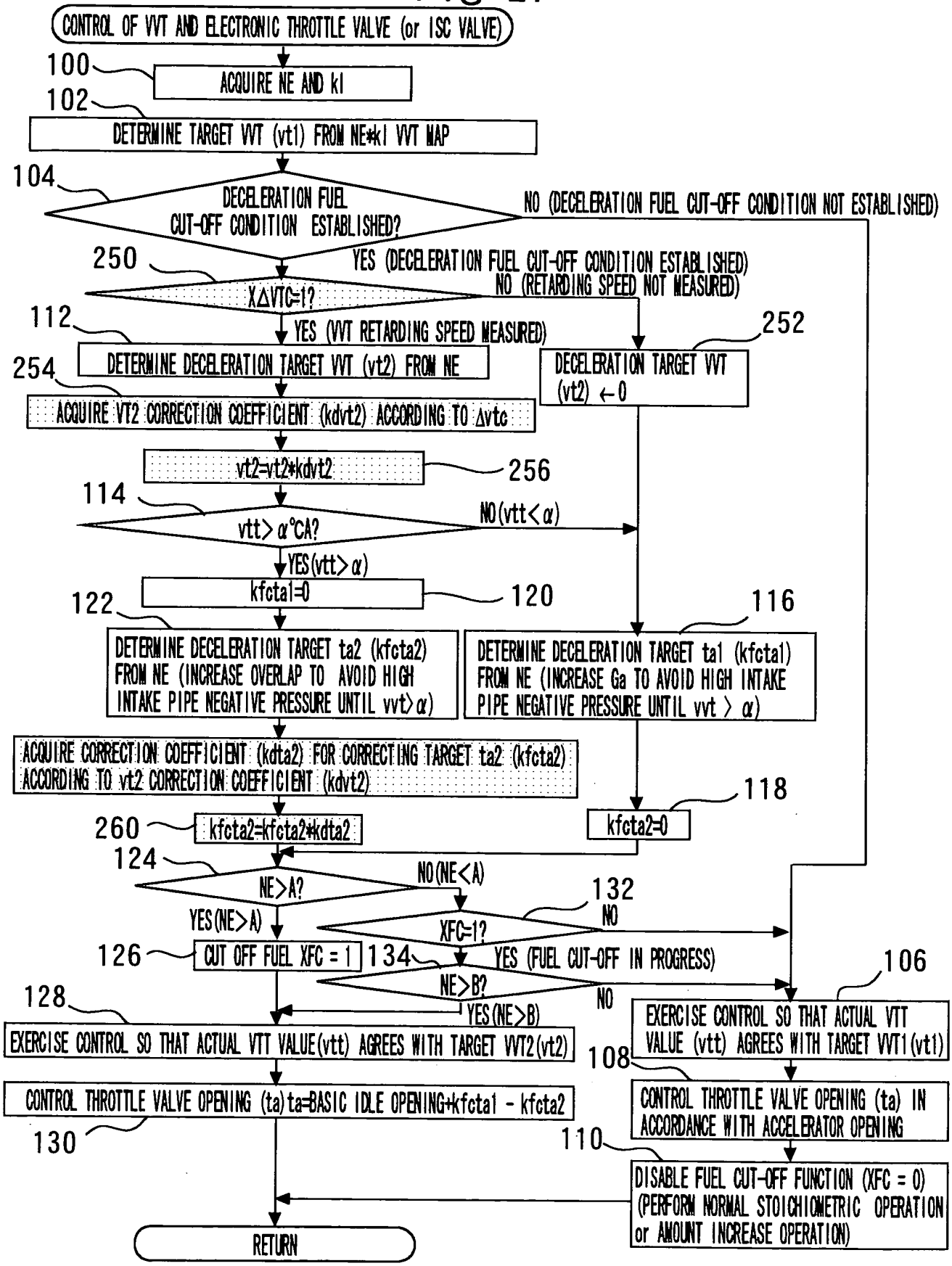

CONTROL OF VVT AND ELECTRONIC THROTTLE VALVE (or ISC VALVE)
100
ACQUIRE NE AND kl
102
DETERMINE TARGET VVT (vt1) FROM NE*kl VVT MAP
104
DECELERATION FUEL CUT-OFF CONDITION ESTABLISHED?
NO (DECELERATION FUEL CUT-OFF CONDITION NOT ESTABLISHED)
YES (DECELERATION FUEL CUT-OFF CONDITION ESTABLISHED)
250
XΔVTC=1?
NO (RETARDING SPEED NOT MEASURED)
YES (VVT RETARDING SPEED MEASURED)
112
DETERMINE DECELERATION TARGET VVT (vt2) FROM NE
252
DECELERATION TARGET VVT (vt2) ←0
254
ACQUIRE VT2 CORRECTION COEFFICIENT (kdvt2) ACCORDING TO Δvtc
vt2=vt2*kdvt2
256
114
vtt>α°CA?
NO(vtt<α)
YES(vtt>α)
kfcta1=0
120
122
116
DETERMINE DECELERATION TARGET ta2 (kfcta2) FROM NE (INCREASE OVERLAP TO AVOID HIGH INTAKE PIPE NEGATIVE PRESSURE UNTIL vvt>α)
DETERMINE DECELERATION TARGET ta1 (kfcta1) FROM NE (INCREASE Ga TO AVOID HIGH INTAKE PIPE NEGATIVE PRESSURE UNTIL vvt > α)
ACQUIRE CORRECTION COEFFICIENT (kdta2) FOR CORRECTING TARGET ta2 (kfcta2) ACCORDING TO vt2 CORRECTION COEFFICIENT (kdvt2)
118
260
kfcta2=kfcta2*kdta2
kfcta2=0
124
NE>A?
NO(NE<A)
132
NO
YES(NE>A)
XFC=1?
126
CUT OFF FUEL XFC = 1
134
YES (FUEL CUT-OFF IN PROGRESS)
106
NE>B?
NO
128
YES(NE>B)
EXERCISE CONTROL SO THAT ACTUAL VTT VALUE(vtt) AGREES WITH TARGET VVT2(vt2)
EXERCISE CONTROL SO THAT ACTUAL VTT VALUE (vtt) AGREES WITH TARGET VVT1(vt1)
108
CONTROL THROTTLE VALVE OPENING (ta) ta=BASIC IDLE OPENING+kfcta1 - kfcta2
CONTROL THROTTLE VALVE OPENING (ta) IN ACCORDANCE WITH ACCELERATOR OPENING
130
110
DISABLE FUEL CUT-OFF FUNCTION (XFC = 0) (PERFORM NORMAL STOICHIOMETRIC OPERATION or AMOUNT INCREASE OPERATION)
RETURN

Fig. 28

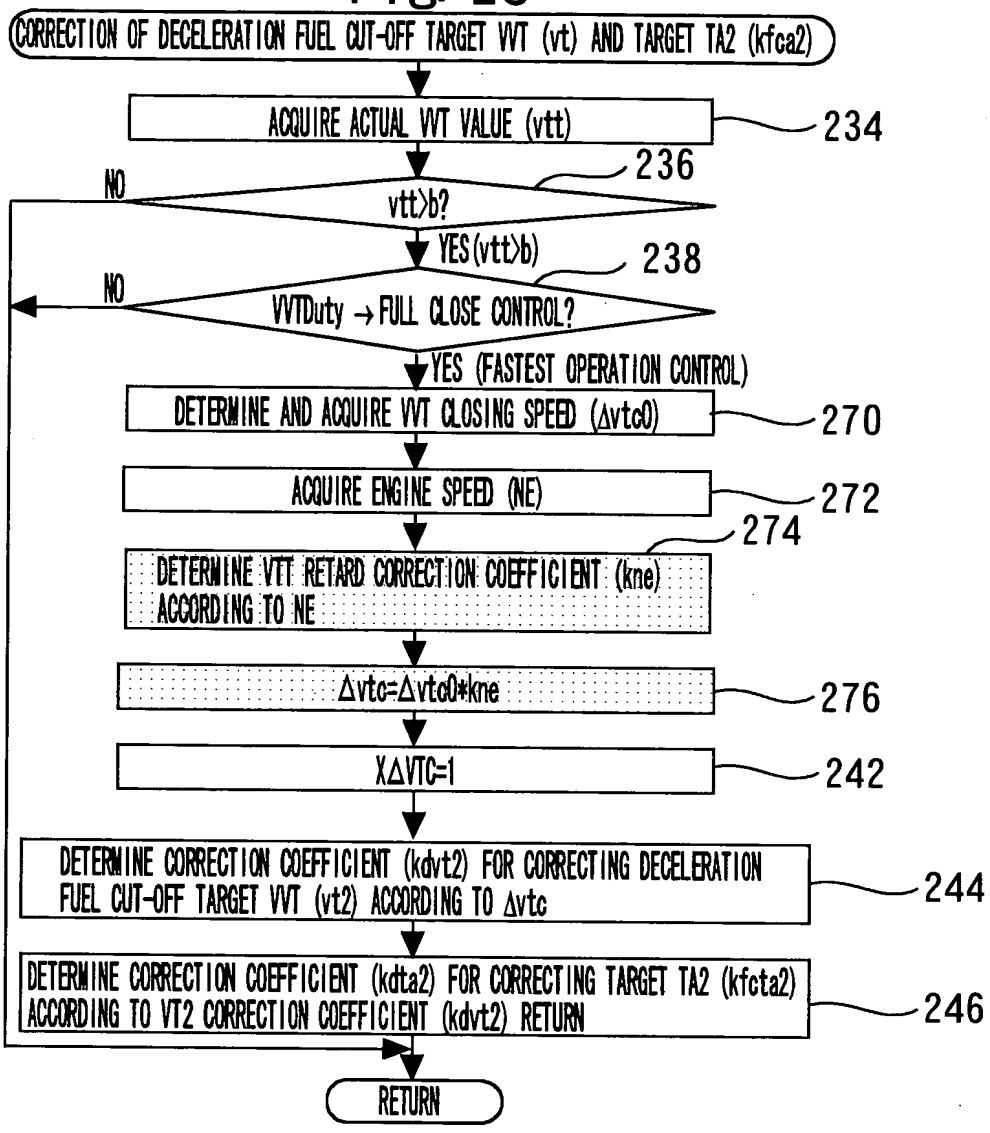

CORRECTION OF DECELERATION FUEL CUT-OFF TARGET VVT (vt) AND TARGET TA2 (kfca2)
ACQUIRE ACTUAL VVT VALUE (vtt)
234
236
NO
vtt>b?
YES(vtt>b)
238
NO
VVTDuty → FULL CLOSE CONTROL?
YES (FASTEST OPERATION CONTROL)
DETERMINE AND ACQUIRE VVT CLOSING SPEED (Δvtc0)
270
ACQUIRE ENGINE SPEED (NE)
272
274
DETERMINE VTT RETARD CORRECTION COEFFICIENT (kne) ACCORDING TO NE
Δvtc=Δvtc0*kne
276
XΔVTC=1
242
DETERMINE CORRECTION COEFFICIENT (kdvt2) FOR CORRECTING DECELERATION FUEL CUT-OFF TARGET VVT (vt2) ACCORDING TO Δvtc
244
DETERMINE CORRECTION COEFFICIENT (kdta2) FOR CORRECTING TARGET TA2 (kfcta2) ACCORDING TO VT2 CORRECTION COEFFICIENT (kdvt2) RETURN
246
RETURN

Fig. 29

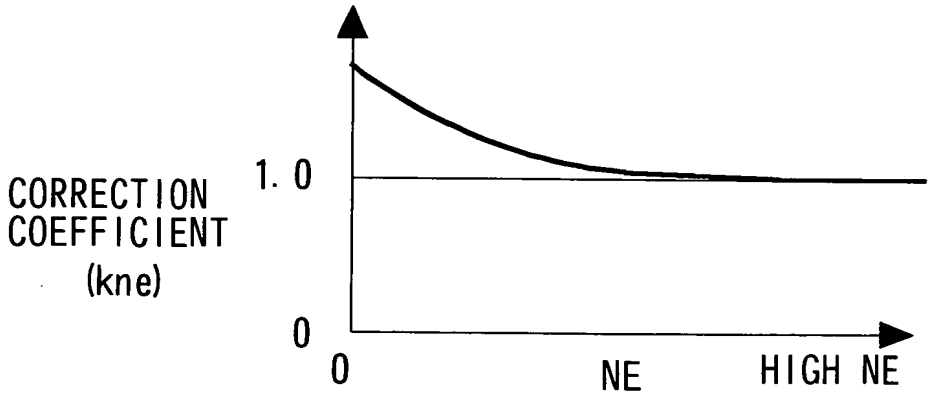

CORRECTION COEFFICIENT (kne)
1.0
0
0
NE
HIGH NE

Fig. 30

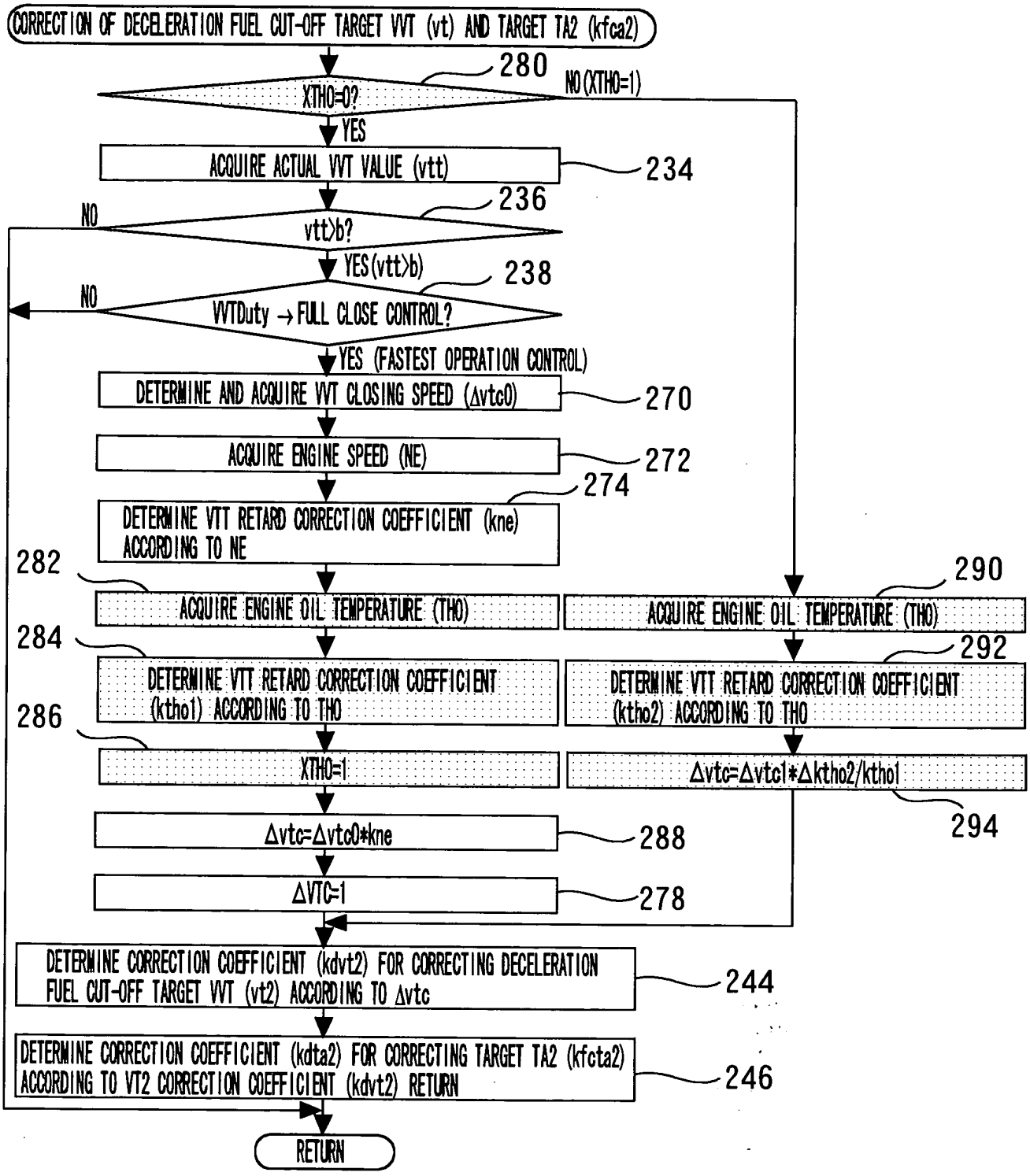
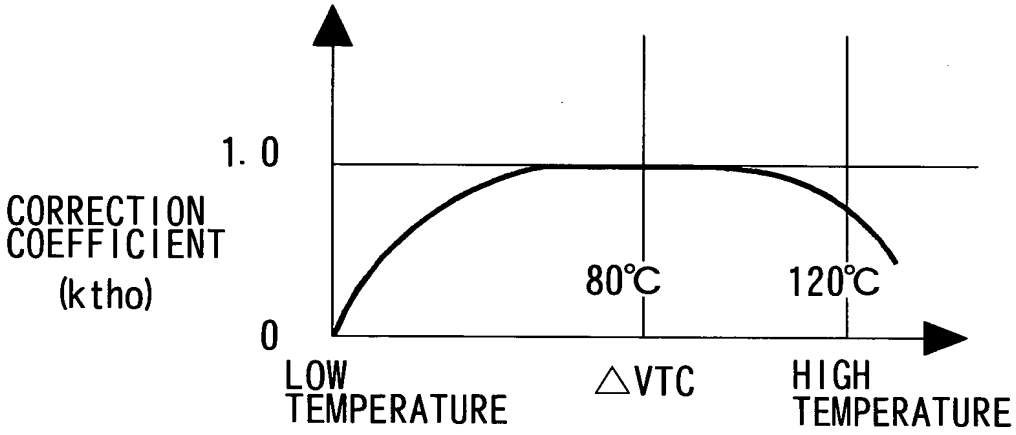

CORRECTION OF DECELERATION FUEL CUT-OFF TARGET VVT (vt) AND TARGET TA2 (kfca2)
280
XTHO=0?
NO(XTHO=1)
YES
ACQUIRE ACTUAL VVT VALUE (vtt)
234
236
NO
vtt>b?
YES(vtt>b)
238
NO
VVTDuty → FULL CLOSE CONTROL?
YES (FASTEST OPERATION CONTROL)
DETERMINE AND ACQUIRE VVT CLOSING SPEED (Δvtc0)
270
ACQUIRE ENGINE SPEED (NE)
272
274
DETERMINE VTT RETARD CORRECTION COEFFICIENT (kne) ACCORDING TO NE
282
ACQUIRE ENGINE OIL TEMPERATURE (THO)
290
ACQUIRE ENGINE OIL TEMPERATURE (THO)
284
DETERMINE VTT RETARD CORRECTION COEFFICIENT (ktho1) ACCORDING TO THO
292
DETERMINE VTT RETARD CORRECTION COEFFICIENT (ktho2) ACCORDING TO THO
286
XTHO=1
Δvtc=Δvtc1*Δktho2/ktho1
294
Δvtc=Δvtc0*kne
288
ΔVTC=1
278
DETERMINE CORRECTION COEFFICIENT (kdvt2) FOR CORRECTING DECELERATION FUEL CUT-OFF TARGET VVT (vt2) ACCORDING TO Δvtc
244
DETERMINE CORRECTION COEFFICIENT (kdta2) FOR CORRECTING TARGET TA2 (kfcta2) ACCORDING TO VT2 CORRECTION COEFFICIENT (kdvt2) RETURN
246
RETURN

Fig. 31


1.0
CORRECTION
COEFFICIENT
(ktho)
0
80℃
120℃
LOW
TEMPERATURE
△VTC
HIGH
TEMPERATURE